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## GEOGRAPHICAL RECORD

### AMERICAN GEOGRAPHICAL SOCIETY

**Meetings of November, December, and January.** The first meeting of the American Geographical Society for the season of 1919-20 was held on November 25 at the Engineering Societies' Building, 29 West Thirty-ninth Street. President Greenough presided. He submitted for confirmation the names of 145 candidates for Fellowship, each of whom had been approved by the Council, and they were confirmed as Fellows of the Society. Thereupon Mr. Frederic Dean addressed the Society on "Siam's Place in the World." The new flag of Siam was displayed on the platform.

During December and January meetings were held at the Engineering Societies' Building on the following dates: December 9, December 23, January 6, and January 20. At all of the meetings President Greenough presided. At the monthly meeting of December 23, 125 candidates were confirmed as Fellows of the Society; at the annual meeting on January 20 the number was 37. The Society was addressed at these meetings by the following persons: December 9, by Miss Florence Parbury, on "Kashmir, the Garden of the East"; December 23, by Mr. Robert J. Flaherty, whose accounts, in the June and August, 1918, numbers of the *Geographical Review*, of his exploration of the Belcher Islands in Hudson Bay and his traverses across Ungava Peninsula will be remembered, on "Hudson Bay and Its Natives," illustrated by motion pictures; January 6, by Dr. Charles Upson Clark, director of the School of Classical Studies of the American Academy in Rome, on "Greater Rumania"; January 20, by Professor Clarence H. Young, of Columbia University, on "Picturesque Byways of Greece." Prior to the address on December 23, the Cullum Geographical Medal of the Society was presented to Professor Henry Fairfield Osborn, president of the board of trustees of the American Museum of Natural History. An account of the presentation, as well as the text of the annual reports of the Society, read at the meeting on January 20, will be found immediately below.

**Presentation of the Cullum Geographical Medal to Professor Henry Fairfield Osborn.** At the monthly meeting of the American Geographical Society on December 23, at the Engineering Societies' Building, 29 West Thirty-ninth Street, the Cullum Geographical Medal of the Society was presented to Professor Henry Fairfield Osborn, the eminent paleontologist and president of the board of trustees of the American Museum of Natural History. In presenting the medal, President Greenough, who presided at the meeting, spoke as follows:

"It is my pleasing duty tonight to bestow your gold medal upon a distinguished recipient. In the past we have often given similar recognition of service rendered to geographical science but, I think, never to any one quite so intimately associated with the life and learning of this metropolis. The impress left by his endeavors upon the opportunity for knowledge in this city will endure long after all of us are gone. Let me read the inscription upon the medal:

TO  
HENRY FAIRFIELD OSBORN  
FOR HIS REVELATIONS  
OF THE LIFE AND ART OF THE  
MEN OF THE OLD STONE AGE  
AND  
IN RECOGNITION OF HIS SERVICE TO GEOGRAPHICAL EDUCATION  
THROUGH THE AMERICAN MUSEUM OF NATURAL HISTORY  
1919

"Geography claims within its province the study of man as affected by environment no less than of other forms of development of the earth's surface. Both heads of the inscription, therefore, are germane to our Society, and in the person of our guest we honor alike the author and the administrator. He has been, moreover, a leading student of the paleogeography of North America in its relations to that of Eurasia. I wish that it were possible to dwell here upon his story of the cave men, preserved and revealed by the discovery of their dwellings, decorated with surprising pictures of contemporary animal life. Suffice it to say that the narrative is enthralling and the argument is conclusive of the existence and art of a race dating back to a period so ancient that the pyramids seem only of yesterday by comparison.

"And what shall I say of the great museum of which our guest is the head and

which occupies easily the first place in the world amongst undertakings of its character? He has sent expeditions into every country and has gathered from them specimens of every form of life for the free instruction of our people. No citizen of New York can fail to thrill with pride as he views the admirable results of the administration and its unique addition to the attractions of this city, interpreting by the light of science vestiges of a remote past in which our own country is so prolific.

"And now, Sir, permit me to ask your acceptance of this memorial of the admiration and esteem of our Society, accompanied by the wish that you may long continue the valued labors which have already so notably enriched our community."

After the acceptance of the medal by Professor Osborn, Mr. Robert J. Flaherty addressed the Society on "Hudson Bay and Its Natives," as referred to above.

**Annual Reports of the Society.** At the annual meeting of the American Geographical Society held on January 20 at the Engineering Societies' Building, 29 West Thirty-ninth Street, the annual reports of the Council, of the Treasurer, and of the Special Committee were read, as follows:

#### REPORT OF THE COUNCIL

January 15, 1920

##### *To the Fellows of the American Geographical Society:*

In reviewing the past year the Society may feel satisfaction in the knowledge of substantial service rendered by it to the United States Government and of usefulness to its members, notwithstanding certain difficulties caused by labor troubles and general economic disturbances. Reference was made in the last annual report to services in connection with the so-called Inquiry, organized by the Department of State to prepare information for use by the Peace Conference. The matter assembled by the joint efforts of the agencies concerned in the Inquiry proved of the greatest use at the European conference. Our Director, Dr. Bowman, accompanied the Commission to Paris and was employed there during the first five months of the year in affairs of great consequence, and again, after his return to America in June, he was summoned abroad in September for a further service of three months. The value of the assistance rendered by the Society has been suitably acknowledged by the Department of State, and the whole episode will constitute a permanent monument in the history of the organization.

Another assignment by the Department of State, second only in importance to the service at Paris, was declared when the Society was requested to conduct an economic survey of territory in dispute between the states of Guatemala and Honduras, involving their respective boundary limits. The Secretary of State, having been asked to use his good offices in this international complication, suggested the aid of our Society as a competent and disinterested authority to conduct an economic survey for the purpose of establishing existing facts as a foundation for the desired decision. The designation of our Society in such a capacity is the only instance known to us of the use in this country of a private organization in such an international function. A suitable expedition was organized and conducted by our Society, and our report was submitted to the Department of State. Thus again is illustrated the high consideration enjoyed by our organization amongst competent authorities.

The Council holds very definite views of the scope and importance of the field occupied by the Society as affording opportunity for permanent contributions to the science of geography in a manner and to an extent not covered by any similar association in the country. In the near future the Council may present their views in a more extended statement to all of the Fellows, together with an argument and appeal to those interested.

The regularity of the publication of our various periodicals was seriously interfered with by the printing troubles in New York City, but the indulgence of our Fellows precluded complaint and publication is now approaching regularity. The disorganization and the greatly increased cost of printing has also delayed the appearance of the monographs, mentioned in the last report, but these will be put forward at the earliest practicable moment and, it is believed, will prove interesting and opportune.

The value and interest of our publications has been attested by many communications received, and their highly scientific character has been maintained. They have been as follows: the *Annals of the Association of American Geographers*, an annual publication; the *Geographical Review*, monthly; the *Journal of Geography*, monthly, except for three summer months. The circulation of each shows a marked tendency to increase, very gratifying when the rather technical character of the publications is considered.

Additions to the Library comprise 937 books, 778 pamphlets, 5,500 periodicals, 4,552 maps, and 60 atlases. Our collection now comprises 55,723 books and pamphlets, 46,205 maps, and 922 atlases.

The lectures of the Society have continued to be attended by large numbers, who find

them a source of special interest because of the variety of the topics covered and the high reputation of the lecturers. Addresses were delivered by the following: the late Mr. Theodoor de Booy, Professor Albert Bushnell Hart, Mr. Henry Woodhouse, Professor Alfred G. Mayor, Mr. Herman Montagu Donner, Professor J. Paul Goode, Mr. Jerome Davis, Mr. Frederick Webb Hodge, Mr. Frederic Dean, Miss Florence Parbury, Mr. Robert J. Flaherty.

The number of Fellows at the close of the year was 3,900, of whom 385 were Life Fellows. This shows a falling-off of only 58 in number, which, in view of the influences of the war, must be regarded as indicating a satisfactory condition.

The Society awarded the Cullum Geographical Medal in 1919 as follows:

To Emmanuel de Margerie, director of the Geological Survey of Alsace and Lorraine, for his distinguished work on "La Face de la Terre" and for his contributions to geographical science;

And to Henry Fairfield Osborn, president of the American Museum of Natural History, for his work on the life and art of the Men of the Old Stone Age and in recognition of his service to geographical education through the American Museum of Natural History.

The Society joined with similar organizations at the time of the Roosevelt exercises in the city in exhibiting a collection of maps and souvenirs associated with Colonel Roosevelt's work as an explorer.

The report of the Treasurer submitted herewith gives a summary of the income and expenses of the Society, together with a condensed balance sheet which shows a satisfactory financial position, notwithstanding the difficulties of the time.

The creditable work which has been done during the year is largely attributable to the earnestness and efficiency of the staff, which deserves cordial recognition, in addition to such moderate increases in compensation as the finances of the institution have rendered possible.

Respectfully submitted on behalf of the Council.

John Greenough  
*Chairman*

#### REPORT OF THE TREASURER FOR 1919

The following is a statement of the receipts and expenses and the condensed balance sheet of the Society as shown by the books on December 31, 1919:

##### *Receipts and Expenses*

On December 31, 1918, there was at balance of income account.....	\$1,322.17
During the year there has been received from annual dues, interest on investments, and sales of publications.....	57,324.82
	<hr/> \$58,646.99

There has been expended for salaries, house expenses, library, meetings, publications, postage, insurance, etc.....	\$56,269.85
Balance of income account December 31, 1919.....	<hr/> \$2,377.14

##### *Condensed Balance Sheet*

Cash .....	\$47,077.62	Sundry deposits.....	\$49,427.66
Cash, special deposit.....	6,963.11	Annual dues paid in advance.....	1,070.00
		Income account balance.....	2,377.14
		Balance of capital account uninvested .....	1,165.93
	<hr/> \$54,040.73		<hr/> \$54,040.73

Henry Parish  
*Treasurer*

#### REPORT OF THE SPECIAL COMMITTEE

January 15, 1920

The Special Committee appointed December 18, 1919, to nominate and invite suitable persons to fill vacancies which will occur in the offices of the Society at the date of its annual meeting in January, 1920, respectfully report that they recommend the election of the following gentlemen to the offices designated:

		TERM TO EXPIRE IN
President.....	John Greenough.....	1921
Vice-President.....	Philip W. Henry.....	1923
Domestic Corresponding Secretary.....	W. Redmond Cross.....	1923
Treasurer.....	Henry Parish.....	1921
Councilors.....	<div style="display: inline-block; vertical-align: middle;"> <div style="display: inline-block; vertical-align: middle;"> <div style="display: inline-block; vertical-align: middle;"> Madison Grant Grenville Kane Allison V. Armour Alexander Hamilton Rice </div> </div> <div style="display: inline-block; vertical-align: middle; font-size: 3em; margin: 0 10px;">}</div> <div style="display: inline-block; vertical-align: middle;"> ..... </div> </div>	1923
	<div style="display: inline-block; vertical-align: middle;"> <div style="display: inline-block; vertical-align: middle;"> Paul Tuckerman Walter B. James James B. Ford </div> </div> <div style="display: inline-block; vertical-align: middle; font-size: 3em; margin: 0 10px;">}</div> <div style="display: inline-block; vertical-align: middle;">Committee</div>	

The reports of the Council and the Treasurer were approved and ordered on file. The persons recommended by the Special Committee for the offices to be filled received the unanimous vote of the Society and were declared duly elected.

### NORTH AMERICA

**Snow and the Railroads.** The occasional heavy winter snows of the northeastern sections of the United States not infrequently cause temporary obstruction and delay of railroad transportation, with resulting inconvenience and often considerable pecuniary loss. Various methods of meeting these difficulties are adopted, such as snow fences, windbreaks formed of growing trees, etc. In many portions of the mountain area of the West, heavy winter snowfalls are the rule, and the railroad companies are forced to adopt elaborate and expensive methods to enable them to keep their trains running.

Andrew H. Palmer, of the U. S. Weather Bureau at San Francisco, Cal., has recently brought together some interesting illustrations of the effects of snow upon railway transportation (*Monthly Weather Rev.*, Oct., 1919, pp. 698-699). The chief difficulties are encountered in the region of the heavy snows of the Cascade Range and the Sierra Nevada. In the case of snows a few feet in depth on level ground locomotive push plows or rotary plows are employed. Where the snows accumulate to depths of 25 to 30 feet, or perhaps twice that depth in canyons, any such methods of removal are out of the question. Therefore the Southern Pacific Railroad (Overland Route) constructed its famous "thirty miles of snow sheds" over part of its tracks across the Sierra Nevada between Blue Canyon and Truckee. These cost \$42,000 a mile over single track and \$65,000 a mile over double track. In 1914, a typical year, \$65,000 were spent for repairs and \$91,000 for renewals. The average life of a snow shed is 22 years. These sheds are designed to sustain snow 16 feet deep. When the depths are greater, the snow must be shoveled off by hand.

There is naturally great danger of fire in the sheds. In summer four trains and in winter two trains are kept under constant steam for fire-fighting use. Further, all local engines carry pumps and are followed by tank cars filled with water to be used in case of fire. Concrete snow sheds have been built in some cases. On January 22, 1916, a snow slide near Corea, Wash., cut an all-steel passenger train in two, swept several coaches into a ravine, and caused the loss of several lives. Mr. Palmer's paper is illustrated by several views of the heavy snowfalls of the Sierra Nevada in relation to railroad operation.

R. DEC. WARD

**A New Series of Rainfall Maps for the United States.** An unusually important discussion of certain aspects of the rainfall of the United States is that by Joseph Burton Kincer, of the U. S. Weather Bureau, on "The Seasonal Distribution of Precipitation and Its Frequency and Intensity in the United States" (*Monthly Weather Rev.*, Sept., 1919, pp. 624-631, with 16 maps in 1:12,200,000). This article is accompanied by a new series of monthly and seasonal rainfall maps for the United States, which are now the "standard" maps, superseding all those previously published. The earlier monthly and seasonal rainfall maps were based on data from a limited number of stations, covering various years, not reduced to the same period, and had their isohyets drawn with little regard to topography. In Mr. Kincer's new maps the records have all been reduced to a uniform period of twenty years (1895 to 1914 inclusive). About 1,600 stations had actual averages for the period in question, with short breaks interpolated, and 2,000 other records were reduced to this uniform period. The isohyets were then drawn on hachured base maps with reasonable regard to topographic controls. In addition to these monthly and seasonal rainfall maps there are new maps showing the percentages of the annual amount of rain which occurs in the four seasons; the average annual numbers of days with precipitation of 0.01-0.25 inch, 0.26-1.00 inch, and over

2.00 inches; the average annual number of days with precipitation more than 1.00 inch in an hour; maximum precipitation in 24 hours; greatest number of consecutive days without 0.25 inch of rainfall from March 1 to September 30 (1895-1914); percentage of years with 30 consecutive days or more without 0.25 inch of rainfall in 24 hours from March 1 to September 30 (1895-1914). There are also graphs indicating for selected stations the variations, from year to year, in the annual, seasonal, and monthly totals.

Mr. Kincer distinguishes three major types of seasonal distribution of precipitation (see, in connection with this, R. DeC. Ward: *Rainfall Types of the United States*, *Geogr. Rev.*, Vol. 4, 1917, pp. 131-144). These are the Pacific type, which has a marked winter maximum; the Plains type, with relatively heavy rainfall in the late spring and early summer, and the Eastern type, with a comparatively uniform distribution through the year. These three are the most important types, "considering the areas covered and their climatic importance."

The new rainfall maps contained in Mr. Kincer's paper will also be included in the forthcoming rainfall section of the "Atlas of American Agriculture." A detailed note on these maps will be printed in the *Geographical Review* as soon as possible after the publication of that section.

R. DeC. WARD

### AFRICA

**Projected Railways Across the Sahara.** The opening-up of vast undeveloped regions by railways is one of the most daring and successful operations of this generation, and the French have for many years dreamed of thus uniting their colonies in North Africa. Hitherto the most prominent names in this connection have been those of Bertolet and Souleyre. M. Bertolet suggested an extensive system comprising an Algiers-Cape trunk line and branches connecting Senegal, Lake Chad, and Nigeria. M. Souleyre's plan, on the other hand, confined itself to a trunk line across the Sahara, with branches linking it to Lake Chad and Nigeria.

A new contribution to Trans-Saharan schemes, by Lieutenant-Colonel Godefroy, has just appeared under the title "*Transsahariens et Transafricains*," (89 pp., with map, 1:8,000,000, Laroze, Paris, 1919). This treatise brings a new light to bear upon the subject, for, while other plans have considered the Sahara as merely an unproductive waste, Colonel Godefroy considers that there are great possibilities of agricultural development in the desert itself, provided that the right route for crossing it be chosen. The route suggested would follow the historic caravan route which links up a line of oases, each the center of an extensive stretch of pasture land. The northern starting point would be the present terminus of the railway of which Colonel Godefroy is the director, the line which runs southward into the desert from Biskra to Tuggurt and northward towards Algiers. The projected line would run in a southwesterly direction through Wargla to Inifel and on to In Salah, there turning directly to the south and running to Buressa, whence it would join the Niger at Tosaye. The prospects of development in French Nigeria are painted as brightly as those of the Sahara, Colonel Godefroy asserting that, with the same system of controlling the floods as is used in Egypt, the region would become as fertile. If the Sahara should prove to be a second Argentina and Nigeria a second Egypt, the success of this part of the projected system should be assured.

The Trans-Saharan railway is, however, only a part of the whole scheme advanced by Colonel Godefroy. Two other trunk lines are also contemplated. One of these—an Algiers-Cairo line—is already more than half completed. Its purpose is to make use of the Cape-to-Cairo railway, as well as to provide for traffic along the southern littoral of the Mediterranean. The other trunk line would run along the western coast, connecting Dakar with Tangier. Since Dakar is only three days' voyage from Rio and Tangier is hoping to be connected with Europe by a tunnel, this would provide a short route to the New World. Again Colonel Godefroy is optimistic as to the possibility of agricultural development in the coastal region, which is less arid than the interior.

The plan is interesting, and, coming from the director of the Biskra-Tuggurt line, it commands attention. However, on reading the part about the possibility of development of the desert one feels constantly the tone of special pleading. For example the excessive insolation is reckoned as a valuable asset though no way has yet been found of utilizing the energy. In the same way the treatment of the chapter dealing with the difficulties of construction seems unduly optimistic. The question of labor, for example, is brushed lightly aside—the French army can provide that without difficulty.

Compared with former schemes, however, Colonel Godefroy's plan seems more practicable. There can be no question as to the advisability of the northern coast route nor of the future development of the upper Niger should a route be provided for its products.

E. M. SANDERS

## ASIA

**Two Interesting Maps of Syria.** One of the most interesting "documents" at the peace conference at Paris was in the form of a woven rug presented by the women of the Moslem Trade School at Beirut. It was made in the form of a map, and showed the area claimed by Syrian nationalists for a united Syria. This recalls to mind a wonderful mosaic on the floor of a church at Madeba, Moab, on the plateau east of the Dead Sea. At our request Dr. Ellsworth Huntington has given us the following note on the subject (cf. also Palmer and Guthe: *Die Mosaikkarte von Madeba*, 10 colored plates, Leipzig, 1906, and Dr. Huntington's "Palestine and Its Transformation," Boston, 1911, pp. 204-207).

It is the oldest existing map of the region. Even today, though much of the map has been picked to pieces, one can still see palm trees by the warm Dead Sea and fish swimming in the Jordan River. Formerly the map extended from Damascus in the other direction. Fortunately the central parts around Jerusalem are still intact. As in many ancient maps the top is at the east.

For the geographer it would be hard to find anything more fascinating than this crude, yet rather effective ancient map. Perhaps some day the Syrians, with their art of putting maps on the floor, will not merely make one for the floor of some great church, but for the floor of some great schoolroom. A map on the floor seems strange to us, but to the Syrian it is perfectly natural, since he takes off his shoes and goes around in stocking feet. He sits on one side, and the map is spread out before him. For the children who sat in the old church at Madeba it must have been an interesting sight when they had tired of the service to see the lions chasing the gorillas among the palm trees of Palestine on the floor before them.

**Wasteful Exploitation of Manchurian Forests.** No country has suffered more heavily than China as a result of reckless destruction of her forests, yet deforestation continues in the Manchurian provinces. Much of Manchuria, lying as it does in the great wheat belt of the world, is, of course, land properly devoted to agriculture. With the building of the Chinese Eastern Railway clearing and cultivation have gone on apace. Harbin, little more than twenty years ago a hamlet of fishermen, is now a town of 100,000 and a great wheat mart. The western section of the province of Kirin and the valleys of the large rivers are under cultivation, and settlers are pushing forward. Yet vast areas in Kirin province and also north of the Sungari are natural forest reserves, and it is against the wasteful exploitation of these areas that a protest has been recently put forward by Captain Arthur de C. Sowerby, who has made several journeys of exploration in these little-known sections of Manchuria (*The Exploration of Manchuria*, *Geogr. Journ.*, August, 1919).

The great Kirin forest covers the Chang Pei range and extends northwards, touching the banks of the Sungari east of Harbin and stretching well into the angle formed by the junction of the Ussuri and the Amur. The area of the forest is said to be equal to that of Scotland. The splendid forests of the Chang Pei Shan, chiefly deciduous, with the oak as the predominant tree, are being cut on the southern side by Japanese, who get the timber out by way of the Yalu, and on the northern side by Chinese, who make use of the Sungari and its tributaries. Still farther north Russian and Chinese companies extract timber consisting chiefly of pine. Enormous quantities of oak, walnut, and maple are cut for fuel for the populace and for locomotives and steamers on the Sungari. From his camp on the Sungari Captain Sowerby had opportunity of gaging the extensive output of timber from the slopes at the sources of the main stream and its tributaries. "Every hour of the day dozens of huge rafts of logs came floating past. Some of these contained twenty or thirty thousand feet of timber, averaging 3 to 4 feet in diameter, sometimes much more."

## GEOGRAPHICAL NEWS

## OBITUARY

FRANCISCO P. MORENO, the foremost Argentine geographer, died at Buenos Aires on November 22, at the age of 67. In the words of Bailey Willis' excellent biography of Moreno in the "Geographen-Kalender" (Perthes, Gotha) for 1911, to which the reader is referred for fuller information, "among the chief results of his career . . . there stand out conspicuously the exploration of Patagonia, the organization of the Museo de La Plata and of the researches conducted under its auspices, the conclusion of the Argentino-Chilean boundary arbitration according to a satisfactory division of the territory in dispute, and the institution of topographical surveys of the Province of Buenos Aires." In 1909 Señor Moreno was awarded the Cullum Geographical Medal of the American Geographical Society.